



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

June 22, 2011

Mr. L. Mark Winston
Chairman – Rapid Transit Task Force
5301 Wisconsin Avenue
Suite 740
Washington DC 20015

Dear Mr. Winston:

The Planning Department would like to provide the Rapid Transit Task Force with information on our scope of work for completing the Master Plan of Highways Amendment (“MPOHA”) by July 1, 2012. The efforts of your Task Force and our MPOHA share common elements and we think it is important that we therefore share our scope of work - in particular - so that both efforts are equally informed of the other’s approach, schedule, and most importantly, expectations.

I have attached a summary of our scope of work as reference. The scope specifically notes that the MPOHA effort is to consider input from the Task Force (or County Executive via the Task Force).

I have also attached a summary of the assumptions used in the Countywide BRT Study High Scenario. These assumptions include one important element related to the shared objectives of our two efforts. That important element is that the Countywide BRT (feasibility) Study necessarily limited its evaluation to types of treatment that could be accommodated within the existing right of way – except at intersections.

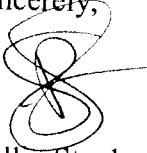
Our MPOHA scope provides for the consideration of a reasonable number of recommendations with respect to the form and function within specific corridors that could require additional right of way or other features. There is a point however, where the number of rates and alternatives considered (and the extent of the accompanying analysis by the consultant and / or our staff) could impact both our schedule and our budget. In summary, we are requesting that the Task Force be aware of this limitation as we move forward with our respective efforts.

One important upcoming milestone for our effort is a Purpose and Need Report that is scheduled for completion three months after our consultant receives a notice to proceed. We currently estimate that the Purpose and Need Report should be completed around the end of October. The Purpose and Need report will identify potential changes to the BRT network presented in the Countywide BRT Feasibility Study. As noted above, we plan to take into consideration recommendations from the Task Force. We note that your current schedule calls for the Routes and Development Sequencing Working Group report to be completed by the end of August. Looking ahead, it is important that we get the recommendation of that working group – including input from the Full Task Force – in time for consideration by our consultant and staff in advance

of finalizing the Purpose and Need Report. Given the current schedules, these recommendations would ideally be forwarded to us no later than mid- September.

Finally, we appreciate the complexity of the work before the Task Force and look forward to working with the group. In that regard, we could provide you with more detailed scope of our work if you felt that would be helpful as you begin your effort with the respective working groups. The extent and detail of the work outlined for the working groups is significant, and there may be the potential for duplication if the Task Force opts for specific detailed recommendations as opposed to more general guidance on the question of how each corridor is to function. Thank you for all of your work on this important effort and please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to be 'Rollin Stanley', with a stylized, looping flourish.

Rollin Stanley
Planning Director

CC: Francoise Carrier
Mary Dolan
Tom Autrey
Larry Cole

Master Plan of Highways Amendment to incorporate BRT

Assumptions

The following are the assumptions for the MPOH Amendment:

- All of the assumptions for the high scenario as shown in MCDOT's BRT study.
- The 16 roadway segments identified in MCDOT's BRT study will be incorporated into the MPOH
- The 150 station locations identified in MCDOT's BRT study will be incorporated into the MPOH
- This effort will be well integrated with current planning and implementation efforts

Products

- Purpose and Need Report
- Scope of Work
- Staff Draft of MPOH Amendment, which will include:
 - Definition of ultimate BRT corridor functions
 - Definition of transit station typology
 - Identification of potential additions or changes to the BRT network shown in MCDOT's report (Accomplished in Task 1 as part of Purpose and Need Report)
 - **Consideration of the recommendations made by the Rapid Transit Task Force**
 - Reconciliation of differences between County and City master plans on MD355 between the Beltway and Rockville Town Center
 - Modification of alignments to best complement the Corridor Cities Transitway and Purple Line
 - Modifications to improve connections between express/commuter corridors and Metrorail/MARC stations and activity centers, with the exception of connections between US29 and the East County Science Center
 - Areas where additional space is needed to facilitate bus circulation
 - Corridor segments where closely spaced intersections require a wider typical right-of-way than normal
 - Developing typical sections for the proposed transitway treatments
 - Developing intersection right-of-way templates for transitway left-turn treatments
- Public Hearing Draft of MPOH Amendment
- Planning Board Draft of MPOH Amendment

MCDOT's BRT Study

The following are the assumptions for PB America's BRT study report:

General

- No need for additional right-of-way with exception of intersection improvements
- Off-board fare collection for all stations
- Flat fare same as local bus: \$1.50 regular one-way
- Metrorail station park-and-ride lots constrained. All other park-and-ride lots unconstrained.
- Peak period headway: 10 minutes; Base headway: 15 minutes
- Intersection delays
 - 42-second delay for non-priority signals
 - 30-second delay for signals with TSP
 - 15-second delay for signals with queue jumps
- Operating speeds
 - Buses in exclusive lanes would operate at posted speed limit
 - Buses in curb lanes would operate at 5 mph less than posted speed limit
- Spreadsheet calibrated to reflect existing bus travel times

High scenario

- Use of exclusive or peak-direction bus lanes based on recommended treatments; use of general purpose lanes otherwise
- TSP and queue jumps applied to signals based on recommendations from route assessment
- Operating speed for buses in mixed traffic would operate at 10 mph less than posted speed limit
- Queue jumps only at locations along each route where bus would operate outside of exclusive busway
- Low-volume stops have 15-sec boarding time; high-volume stops have 20-sec boarding time

Low scenario

- Use of general purpose lanes in mixed traffic on all route segments
- Operating speed for buses in mixed traffic would operate at 15 mph less than posted speed limit
- TSP and queue jumps applied to signals based on recommended intersection treatments

- Low-volume stops have 30-sec boarding time; high-volume stops have 40-sec boarding time

Estimated Schedule or Timeline

- RFP Issued 04/28/11
- Notice To Proceed anticipated 7/23/11
- Task 1 (Purpose and Need) 10/23/11 – ***This task includes consideration of the Task Force's recommendations.***
- Task 2 (Planning Board approval of Scope of Work) 12/22/11
- Task 3 (Draft recommendations) 3/22/12
- Task 4a (Planning Board approval of draft amendment) 5/31/12
- Task 4b (Planning Board Draft submitted to County Council) 6/29/12